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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Poland

SUBJECT Interior Travel Procedures: Rail/Bus/Air/Truck (Hitch-Hiking)

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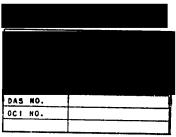
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Rail and Bus Travel

refugees from Foland, two kinds of travel are now most popular there: railway and bus. In contrast to pre World War II conditions bus communications in inter-town traffic has immensely expanded. The state-owned PKS--autobus net--embraces the whole country, even shuttling to small villages.

- 2. "Railway tickets are bought customarily at the general railway cashier offices. In some of the large towns special cash ticket offices are operated for military personnel. These ticket offices have mainly female attendants. Tickets can also be bought on railway trains; in such a case the traveller must pay an additional six zlotys. On the other hand, it is possible to pay en route for price differentials when deciding to make a longer trip or pay fast-train extra dues.
 - "Ticket sellers at railway stations wear, as a rule, civilian clothing. Only in small places, where the 'station-commander' is also the ticket seller, do they usually wear railway uniform. In 1953, all railway personnel in Poland were outfitted with new uniforms, in a dark-gray cloth with high collars and long trousers. To the edge of the collar and on the round cap with its dark-red ribbon (the square-shaped cap disappeared completely) are fastened the railway insignia and golden squares, in number defining the rank. The caps are trimmed with a silver cord. The insignia are mounted on red squares fastened to the collar tabs.
 - "Some categories of travellers are entitled to preferential personnel and their dependents, laborers using the workers' trains, schoolchildren, travelling on the sponsored furlough-system (wczasy). Price reductions range from 80% to 30%. Railway personnel and their dependents are also entitled to a limited number of free railway

"PKS autobus tickets are on sale in autobus stations, located in almost all towns.

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Otherwise, there can be bought from the bus conductor on the autobus itself. PKS personnel (see and women) were uniforms similar to those of military employees. The only difference is that their uniform has a so-called obling scarf-neck, showing a black tie.

"In name of the railway cash ticket offices or the autobus ticket stations does a person have to produce an identity card. Tickets-even to the so-called restricted areas-can be begint without the need to submit a travel permit. Checking of personal documents is left to the special functionaries of the MO or WOP in the frontier belt.

Radiway Travel

12.

Anter unchase of a rail ticket a passenger frenches the platform through a ticket check point; as all over Europe except witherland. But here also there is no checking of predentials. I good number of people are just accompanying the trevellers and carry platform tickets. These platform tickets have been introduced at practically all large realway stations for everybody who wants to get to the platform or to use some railway installation. The times when railway stations were beleasuered by mere laiteners are post. Now only the ticket halls are open from the street. To reach all other points of a station a person must pass directly the checking vens. This new regulation was introduced in 1951-1952. One purpose was to kill black market decidions, most of which were operated in stations.

"Although crowds of loiterers have disappeared from the stations there are still plenty of people, for often the railway restaurants are the only places open for long hours. Also in many towns they are the only public installation heated during winter. It is worthwhile to pay one alloty for a platform ticket to reach a werm place.

"It has even become a custom of many functionaries going on travel duty to spend their nights at railway stations. As they are equipped with travel orders they cannot be molested by checking MO patrols. Thile sitting in a station restaurant or waiting room they are saving money. A functionary pays 15 zlotys to spend the night in a hotel; that is enough for a dinner and a beer in a station restaurant. The acutual per diem fund allowance stays untouched.

- "The majority of all passengers buy third-class tickets for slow trains. The difference in price between a slow train and an express is approximately 40%. Since the new price raise in Jan 53 travel has become too expensive on express trains. A few examples of ticket prices follow:
 - (a) BYPOM-GPRATA: eround 100 glotys, 3rd class, slow train
 - (b) BYTOM-5.00.00111, 85.40 zlotys, 3rd cleas, slow trein
 - (e) KANCHICA-KTAKON, 18 zlotys, 3rd class, slow train
 - (d) BEDZIN-WARRAW, 5h wlotys, 3rd class, slow train
- "Travel on these slow trains becomes more and more tiring. The comfortable, restful large Fullman cars have been nearly all withdrawn from the slowstrain traffic. On short distances quite a number of freight cars have been put into passenger service by marely installing benches on both alles and cutting in very marrow, small windows.
 - "Of course, no dining facilities are additions on these clow trains. From time to the special personnel convy around some refresharate. From the food run high.

 For a roll with 100 grams of sounders probeing rates to my never latys; in town recomments a similater roll costs high latys. But pushengers have taken to bringing of their rood from home. It is taken slong in a buladance, where have become popular for such purpose. Very few of the brickenser are of real leather as those cost up to 600 glotys, 'Amerykana'. Denally one sees have mass of artificial leather or canvas

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that can be bought for a few dozen wlotys. In these incressaires most passengers also carry drinks. Alcoholic beverages, apart from beer, are not sold on trains or at station buffats. Econly everybody is equipped with the so-called cwiertka for 2L. wlotys. Sometimes better schnaps can be seen; for example, cherry for 32 mlotys a quarter, or Krakovianka-(also a cherry) or Pomaranazowka (orange schnaps) or Misiar Lubuski which is sold in half-liter stone bottles. Wine is rarely been. If a passenger is observed with wine, he is almost certain to be a repatriate from France. Those people prefer --in line with habits adopted in France-to drink wine instead of heavy and hard liquors. Popular homemade wine is for sale at 13 to 35 mlotys for liter.

- "Desides the people carrying food treys, other selection frequently go through the trains. Communist newspapers and books are offered by special messengers of the Ruch state-owned distribution organization. Feople are very willing to buy these newspapers and books, Communist of course, they are the cheapest reading matter behind the Iron Curtain. This reading also detains them from talking to their travelling communions. People in a compartment rarely talk. There is always the possibility of someone in the crowd being an informer or agent.
- "Third class compartments are always jammed on the trains. Only a few categories of pessengers enjoy special privileges. On all through trains there are special compartments for mothers with infants. These compartments are also open to pregnent women. For invelids and old people there are sometimes special reserved seats (two such seats are ordinarily reserved on the RTS bus system). Otherwise it is first come, first served. This rule applies on railway platforms. Of course, in second-class compartments on international trains behind the Iron Curtain as well as in first-class everybody finds a seat. But these classes are for too expensive for the man on the street and are certainly reserved for people travelling on duty or as guests of the government.
 - "Sometimes there are special arrangements for fares. A person who travels on a PKS autobus frequently on the same route of becomes friendly with the conductor may succeed after a while is travelling without a ticket. In such case the money wanders into the conductor's pocket and, a much lower rate is arranged between conductor and travelling friend. The same custom has taken root on local trains. Passengers are entering the train with platform tickets only paying on board a special rate to the friendly conductor. In order to fight this custom the FKS has lately organized a special control system. Control cars manned usually by three functionaries are travelling the bus routes. From time to time they stop a bus in the center of the road and make a check. Everybody without a ticket must leave the autobus end of course the conductor is making his last trip. Inspections on railway trains are less frequently. It is quite an exception for a special inspector to appear on a train.

Air Travel

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"It is quite unuced to travel by air now in oland. Of the Polish refugees now in Berlin. Interviewed by source only one ever used this means of transportation. According to his statement normal passenger air tickets have been introduced only since 1950. Defore, on the country lines, Dakote transport-planes were in use without any civilian travel-arrangement. During winter time such air travel was very unconfortable with no heating at all. Air tickets can be obtained now in all Orbis travel offices. Vassengers are taken now by the Lit air line from the city to the cirport (no special fee charged for this transportation). Two-motor engines only are in use on the lot line inside Foland. No food is served on the internal routes. No special document-checking is required. Most of the passengers, according to this refugee, seemed to be travelling on business.

Hitch-Hiking

A traveller in Poland can also 'thumb a ride'. The regular transport trucks that belong to the PKS enterprise or to Martwig 'ck up hitch hikers from time to time. The charge for such a journey is much charger than on conventional transport. Usually the drivers charge half the price of a regular PKS rate. Such an errangement is naturally a private deal."

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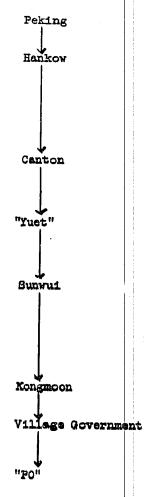


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ENCLOSURE 1

Realth Department



- : Central Governmental Planning Staff for Health Wai Shang-Po
- : Sectional Governmental Planning Staff for Health Wai Shang Shue for South China. (I do not know how many sections of the Medical Department of China were equivalent in size to the Hankow sections, but I do know that the sections located in Shanghai for East China were equal in size to the Hankow sections.)
- : Kwangtung provincial level Wai Shang Tang (one of eight equal sections under Hankow)/Note: At this level, the mayor of Canton is also governor of Kwangtung.
- : Meaning 15 counties; there were five such staffs under Canton. (Yust was written in Chinese by the same character as "Viet" in Vietnam.)
- county level Wai-Shang-Kuk, (At Sunwi there appeared two staffs of equal importance: a) the lith files District--(formerly the 14th Police District)-which had jurisdiction over several villages or "kui"; and b) the organization for the mayor of Kongmoon who was equal in importance to the county Chief of Folice at Sunwii.)
- : [No comment]
- : Samtauen (three villages) including some surrounding territory

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: Heed of 20 families

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